

OCTOBER 2020

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE
NATIONAL
Falcon
NEWS



A Gathering of Falcons
Greenwood, Missouri

ON THE COVER

A group of midwesterners decided to get together for a No-Host Gathering in Greenwood, Missouri at Jim and Jan Guthrie's. "Bring your own food and drinks, don't forget your lawn chair, and be sure to drive your Falcon," were the instructions open to all Falcon friends.

At first a few sprinkles drove them inside the Falcon garage, but after a few minutes, the skies cleared and the chairs were social distanced and their occupants began sharing stories of their last few months and maybe some from the last few years. Several checked out some of the new, remodeled, or rejuvenated Falcons that were lined up for inspection in the expansive yard. Others just relaxed and enjoyed the day. It was a fun time to be with friends in the midst of some great looking cars.

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To access the online magazine, technical articles, and membership directory, use password FCA1979!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

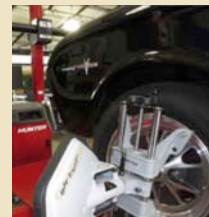
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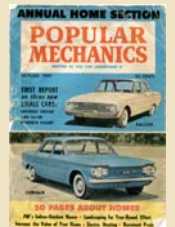
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CALENDAR OF EVENTS



July 7-10, 2021

2021 Falcon Nationals

Irving, Texas

Hosted by Heart of Texas Chapter

October 2021

Pacific Regional

Sacramento, California

Hosted by River City Chapter

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

THE
NATIONAL
Falcon
NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



Jim Guthrie
FCA President

PRESIDENT'S MESSAGE

Jan and I took the convertible out for a short drive on Sunday. We had missed the local Friday Night Cruise again this month and needed to have some car time.

The weather on this day was perfect, 88 degrees and clear skies, no wind and fairly light traffic for our rural part of the metro area that is Kansas City. Not a substitute for the canceled Branson Regional, but at least a short ride.

As we rolled down the road, and in their usual fashion, people honked and waved as though they knew us. Big smiles and thumbs up were the order of the day. Suddenly some of the reasons for being in the Falcon Family came to mind and I wished you all were here with us.

We drove into a nearby residential area situated on the large lake to take in the view. The car behind us pulled up and the driver jumped out and came to my window. "Don't leave" he said, "I just want to look at your car". He proceeded to ask "'64 or '65?" "'65," I said. "Well my mother had one of these and I just had to look at it. Hers was the same color. She is gone now." After a few minutes of chatting, he said goodbye and left.

I know that many of us have had this unplanned experience, and would agree that it is as valuable as any encounter with other folks. You see, there are literally thousands of folks who are touched by a memory of a family member or someone they knew having one of Henry's little birds. The Falcon Family is everywhere, some say hi, some honk, and some wave. How cool is that.

Enjoy as best you can. Be safe and well.

—Jim (FCA #12897)
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Phone: 816-288-7469

TRICK OR TREAT! IN A BOO-TIFUL RANCHERO RIDE





When our town's recreation department flyer stated that the Halloween parade would be held rain or shine I didn't really believe them. I believe them now. Having promised the grandchildren that they could ride in the parade in my Ranchero, I just couldn't let them down. So, instead of riding in the open cargo area with their mom as originally planned, they rode in the cab with Pop Pop, throwing candy out along the parade route. I love these kids to the moon and beyond! Despite the more than an inch of rain which fell, the spectators showed up in droves, probably encouraged by their children's desire for copious amounts of candy. It all turned out very wet, but absolutely wonderful!

—Bob Walton (FCA #16848)
Norton, Massachusetts



NEW SHOES AND SOCKS (FOR THE FALCON)



BY DICK HARRINGTON

Having been 12 years since my 1963 Sprint hardtop restoration was completed, it was time to replace the tires. They still had plenty of tread life and the tires were not showing any cracks, but better to error on the side of caution.

The rims that were on the Sprint were reproductions of the Steel Styled Wheels that were used on first generation Mustangs and '66/'67 Fairlanes. The rims were 15" diameter by 7" wide. They were showing some minor signs of pitting in the chrome and when new had a little more run-out* than I was comfortable with. The rims were also lug-centric** requiring a

special adapter to balance. So it was also a good opportunity to upgrade the rims.

*Run-out is a measure of how much out of round a rim is. There are two types of run-out. Lateral run-out is side to side wobble of the rim. You would expect a new rim to have no lateral run-out. Even if a new wheel has no lateral run-out an impact with a curb or pothole can add run-out. Radial run-out is a rim that has up and down movement, you might say the rim is egg-shaped rather than round.

**Lug-centric: Most wheels are considered hub-centric, meaning that the wheel is centered to the hub by the center hole of the rim. Ford Steel Styled Wheels center hole was not symmetrical, so the rim was

centered by the lug nuts and studs. The issue will lug-centric rims are modern wheel balancers require an adaptor to mount this type of rim and since few rims are lug-centric many shops are not equipped to balance a lug-centric rim.

Scott Drake is offering an aluminum reproduction of the Ford Steel Styled Wheel (FSSW). Since I liked the look of the FSSW it made some sense to buy the new rims.

It used to be easy to select a brand of tire, you were usually a Goodyear, Firestone or B.F. Goodrich guy or gal. Today, there are so many brands of tires that the choice becomes more difficult.

I spent a lot of time studying tire data and photos looking for a tire that had a tread and side profile design that I liked. I narrowed it down to three tire brands, with the final choice being a Falken 205/60R15 91H ZTEX ZE 950 A/S.

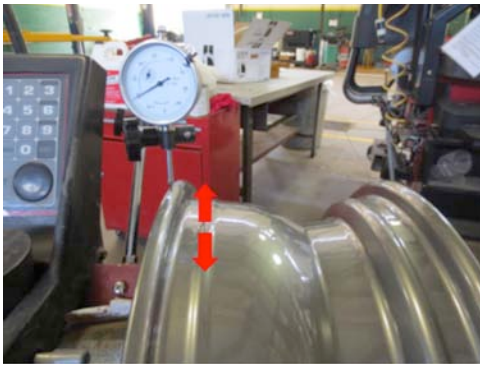
205 is the section width of the tire, 60 is the ratio of width to height of the tire, R is for radial construction, 15 is the rim size, 91 is the load rating (1356 lbs.), H is the speed rating (130 mph), ZTEX ZE 950 is the model of the tire and A/S represents all season use.



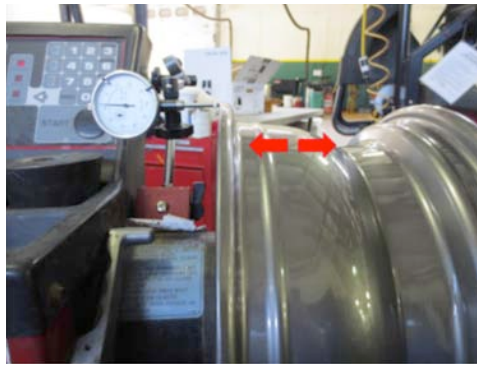
Rim = 15 lbs. -10 oz.



Tire = 20 lbs. -6 oz.



Radial run-out, how round is the rim?



Lateral run-out, does the rim wobble?

Each new rim was mounted on a wheel balancer and checked with a dial indicator for lateral and radial run-out. The Scott Drake Legendary Styled Alloy Wheels were near perfect.

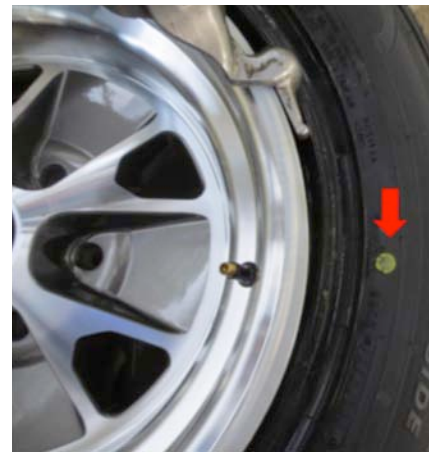
Size selection was based upon what will fit in the Falcon wheel well without rubbing. Load and speed ratings left plenty of room for safety. The seasonal use tread pattern will provide all weather traction and also presents the image I ultimately wanted for the Sprint. I also liked the "Falken" name for obvious reasons.

Rims and tires were ordered and shipped to my home. Before heading to our college auto lab for mounting, balancing and installation. I wanted to compare the new tires and rims to the current tires and rims. The new rim weight was 15 lbs. 10 oz. The new tire weight was 20 lbs. 6 oz. The total weight of rim and tire was about 36 lbs. For comparison, the rim and tire currently on the Sprint was 44 lbs. A savings of 8 lbs. on each wheel is not a lot on the Sprints total weight, but 8 lbs. removed from each hub has a significant effect on the energy required to rotate the wheel in acceleration and deceleration (braking). Removing sprung-weight*** from the suspension also provides an improvement in handling.

***Sprung-weight is weight that the cars suspension (springs and shocks) has to move up and down.

Mounting the tires on the rims requires caution to not scratch the new rims. The new rims came with a plastic band that protects the rim edge when placing the tire on the rim. Most new tires also come with colored marks on the tire side wall. Falken tires used a yellow dot that represents the lightest spot on the tire and a red dot that represents the highest spot on the tire. Some rims may also have a mark on them representing the low spot.

The FSSW rims had no marks (since they had no low spots). So the yellow dot was aligned with the valve stem as per the tire manufacturers recommendations. If the rim had had a mark, the red dot would have been aligned with the low spot on the rim (called matching).



The plastic rim edge protector can be seen in both photos. The rim protector is removed prior to inflation when seating the beads. The yellow dot on the tire is aligned with the valve stem.

Continued on page 8

NEW SHOES AND SOCKS

Continued from page 7

Some tires have a directional tread pattern, if so the side wall will be labeled "outside" so the tread is not running backwards when mounted on the car.



Wheel balancing is the last step in preparation prior to mounting on the car. There are many ways to balance a rim and tire. Back in the day, when our cars were new, a bubble balancer was probably the only choice. Today wheel balancers are getting extremely sophisticated. Money spent to achieve a near perfect balance should yield a vibration free ride. A Hunter Road Force Touch GSP 9700 was used to balance the tires and rims.



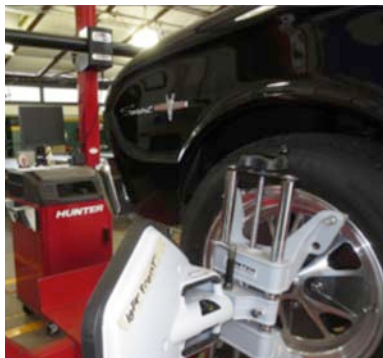
The wheel and tire are spun and simultaneously a drum applies pressure to the tire simulating the force the road applies to the tire.



The balancer specifies the weight and location to place the weight. The dynamic/static imbalance is also indicated (P Limits).



If the road force is outside the limits, meaning the tire/wheel combination is out-of-round (radial run-out). The balancer will indicate on the tire with a laser beam the high spot on the rim and the low spot on the tire. At that point the tire is depressurized, the bead is broken and the low spot on the tire is rotated to the high spot on the rim. The tire is remounted on the balancer and the balancing process is repeated. I was happy that all four of my tire/wheels did not require a second attempt.



One last recommendation is to have your alignment checked. With the investment in new tires and rims, it is wise to get an alignment done. A misaligned front suspension or a bent axle or spindle may shorten the life of a new tire.

Dick Harrington (FCA #12563)
Delhi, New York

A video on the procedure can be found here:
http://www.motorweek.org/features/goss_garage/road_force_balancing/

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October 1959

A FIRST REPORT ON THREE NEW SMALL CARS:

CHEVROLET CORVAIR
FORD FALCON
PLYMOUTH VALIANT

While cooped up during his state's stay at home order, Larry Bernhardt (FCA #13519) of Livonia, Michigan sorted through some boxes in his basement. He found a copy of the October 1959 *Popular Mechanics* magazine, which included this article comparing the then-newly introduced Corvair, Falcon and Valiant. I think you'll find the comparisons of these brand new cars quite interesting. We had to modify the layout a bit, but the content remains the same.

Thanks Larry for finding it and sharing it with us.

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Here They Are: **AMERICA'S NEW SMALL CARS**

By
Art
Railton



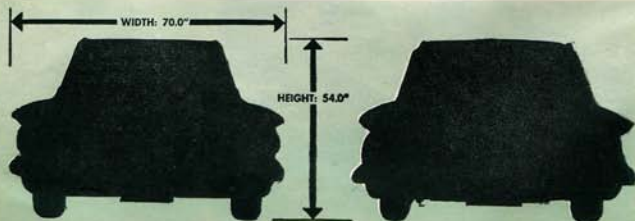
Taking the bold approach, the Chevrolet Corvair offers more innovations than any car ever to come out of Detroit. It's a fresh, new design on the American scene.

Corvair



Playing the game conservatively, the Ford Falcon has a simple, conventional design. No rash innovations here. It is time-tested and even its styling is quiet, dignified. Still under wraps, the Valiant has been "styled" more than the others. It looks bigger, more luxurious, less like an economy car. It has some bold engineering ideas.

**Falcon
Valiant**



CORVAIR—THE BOLD ONE

Revolutionary, bold, daring—these words fit the Chevrolet Corvair. Here is the most radical engineering design to come down the American road since the car pushed the horse out of the barn. It has an air-cooled, rear-mounted, horizontal-opposed, six-cylinder engine made with plenty of aluminum to keep it lightweight. It has independent suspension on all four wheels. It has a rear-mounted transaxle, with a minimum of unsprung weight. Its neat-and-tidy engine is designed for accessibility. Every part (except the starter) is right out where you can get at it once you lift the rear deck lid (or is it the hood?). Displacement is 140 cubic inches; bore is 3.375 inches; stroke is 2.60 inches; compression ratio is 8.0 to 1 and the engine thrives on regular gasoline. It develops 80 horsepower at 4400 revolutions per minute and will drive the car 80 miles per hour all day without strain.

Although PM has made no tests (these will come later) at this writing, the car is expected to average between 22 and 25 miles per gallon. The lightweight engine does not have an aluminum

block, as early reports suggested. Actually, it does not have a block at all, in the usual sense. Instead, its aluminum-alloy crankcase is the engine's main structural element. It is made in two halves and bolted together. A sheet steel oil pan goes on the bottom and an aluminum cover goes on the top to form the engine's central structure. Three cast-iron cylinders lie flat on each side and are bolted into a unit by an aluminum cylinder head. The whole structure is covered by a sheet-metal shroud that directs cooling air from a horizontally mounted blower down over the finned cylinders and out the back end.

The blower is driven by a long fan belt that comes up from a crankshaft pulley and makes a right-angle turn over two more pulleys to drive the blower shaft. The body is 180 inches or exactly 15 feet long. Wheelbase is 108 inches. The car turns in a 39-foot circle.

And it is low. Overall height, unloaded, is 52.8 inches, which means that a tiny five-foot girl towers over it. Yet, it is a six-passenger design. It is minus some width by big-car standards, but in other dimensions it is right up there with its big brothers. Seat cushions are high and well padded across

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AN IMPROMPTU

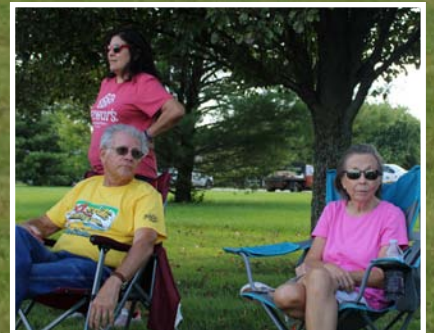
What do you do when states shut down restaurants, the FCA National Meet is canceled and the Regional you'd been planning is also canceled? You invite your friends to a No-Host Falcon Picnic. The picnic was held Saturday, August 15th in Greenwood, Missouri at the home of FCA President Jim Guthrie and his lovely wife Jan. Folks came from Missouri, Kansas, and Arkansas.



FALCON GATHERING



It was great to see actual people, not pictures on Facebook or other social media devices. Real laughter, real food and drinks (everyone brought their own) and even a real rain shower. After the disappointment of long awaited get-togethers, a beautiful day enabled great fellowship and at least a few moments of normalcy for a few midwestern FCA members.



CORVAIR—THE BOLD ONE

Continued from page 11



their entire width, because of the absence of a tunnel. The floor is flat, front and rear, except for a one-inch bulge that you can hardly see. Inside this tunnel are all the control linkages, brake lines, fuel lines and electrical harness. The underside is flat and clean, which cuts wind resistance sharply. Being air-cooled, it needs no radiator (except a small oil cooler inside the engine), no hoses, no water pump, no antifreeze, no water at all. Two transmissions are offered: A two-speed automatic and a three-speed hand shift, synchromesh in second and third. The short, positive shift lever of the hand shift box is mounted on the floor. The automatic transmission is controlled by a stubby lever that sticks out of the dashboard. Instead of moving the pointer, you move the quadrant behind it. The heater is gas burning and delivers heat in 30 seconds.

Gasoline is carried in an 11-gallon tank mounted just behind the front suspension members and down below the floor pan where it is safe from damage in either a front or rear collision. The filler pipe comes up through the left front fender.

Luggage space is no more than adequate. A rear-engine design does not provide the same amount of luggage space per inch of overall length as a front engine design. The Corvair has two luggage bins—one under the front hood contains 11.3 cubic feet and another behind the rear seat has 4.3 cubic feet. Optional is a folding rear seat which converts the entire back compartment into

a flat floor. Coil springs are used on all four wheels. Body construction is of the unit type, completely welded. Anti-corrosion treatment includes the use of a high-zinc-content coating prior to welding in such critical spots as sills. In addition, a wax base aluminum-flake compound is forced in side sills and other critical areas after welding to seal and coat places where condensation is likely to collect. Chevrolet considers this treatment superior to the dipping process used by other unit-body builders. One often-overlooked advantage of the air-cooled engine is its rapid warm up. The automatic choke goes off much sooner than with water-cooled engines, saving fuel on short runs in winter.

Incidentally, the Corvair has two carburetors—one for each bank of three cylinders. One centrally mounted air cleaner is used and the automatic choke operates on the air-cleaner intake rather than at the carburetor as is customary.

How does the Corvair ride and drive? It is amazingly quiet. There is none of the engine clatter common to air-cooled foreign engines (the hydraulic tappets are responsible for most of this quietness).

There is an absence of vibration, ride is surprisingly soft yet not hammocky. The body generally feels solid, substantial despite its smallness. Entry room is good, especially in front where there is no wraparound windshield to interfere.

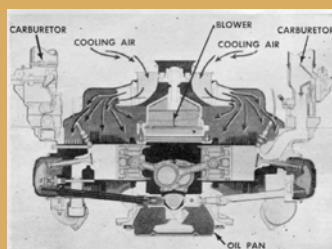
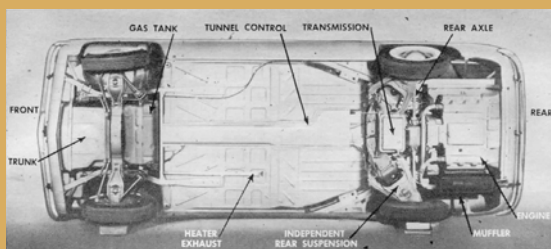
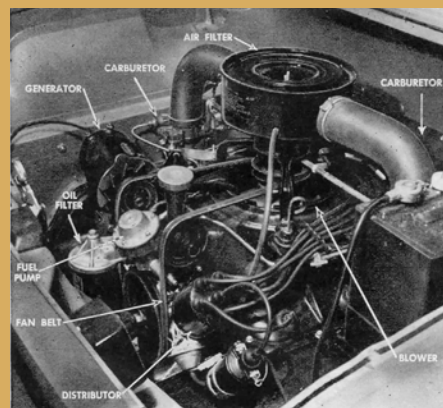
Cornering is a pleasant experience. It does it flat and with confidence. There is no apparent tendency to oversteer. It does feel slightly different from a front engine car, but there are no new skills to learn.

Even braking is fun. From high speeds, there is no dip, the car simply squats down and grabs hold of the pavement.

Seat design is good, although shorties may have trouble seeing over the steering wheel. There are no intrusions by front wheel housings into the front compartment. No power assists are available and none seems necessary. Steering is light and, although not extremely fast, is quick enough to give the car an agile character. There is no wheel fight in chuckholes or soft shoulders. Shifting with the floor mounted stick is a pleasure.

For years, it was felt that rear engines would not work in wheelbases over 100 inches.

They said it couldn't be done, but Chevy seems to have done it here.



FALCON—THE CONVENTIONAL ONE



Conventional, sensible and simple—these are the words for the Ford Falcon. Every effort has been made to keep the car as trouble-free and as uncomplicated as possible.

Even the styling is in character. Side panels are decorated only by neat, trim sculpturing that runs from headlights to neat, circular taillights. The grille is a simple oval with single headlights (here again evidence of the keep-it-simple philosophy).

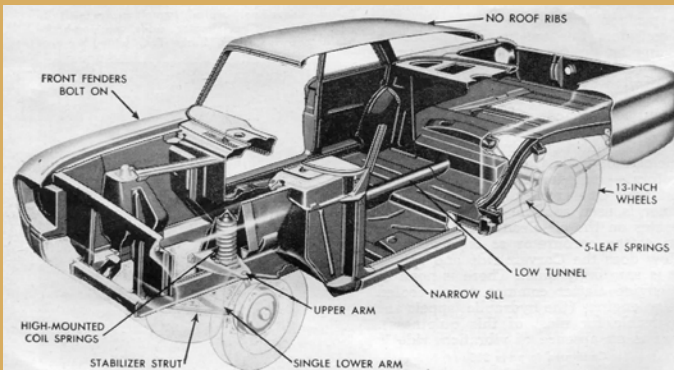
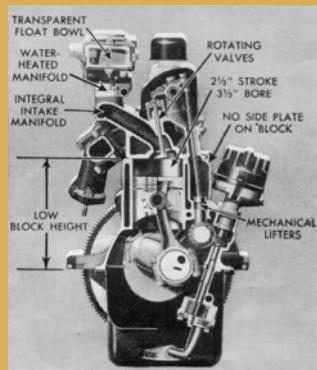
Front fenders bolt on separately (despite the fully unit body) and can be replaced quickly if damaged. The heater is as uncomplicated as a fresh-air heater can be. Yet there is no evidence of skimping. Interior details are well done. Upholstery

is luxurious to the touch and narrow-pleated in the expensive style. The ash tray for example, moves in and out on nylon slides to add to the luxury feel. The front seat feels deep and comfortable and has lots of plastic foam in it. The roof panel is well padded to keep the interior quiet and give a "big" atmosphere to the interior. Even the sun visors are held fast at each end in the best money-is-no-object tradition. Certainly it has no sensation of austerity.

What's under the hood? There is a six-cylinder in-line overhead valve engine designed especially for the car. It is water-cooled. It has a cast-iron block and cylinder head. Displacement



is 144.3 cubic inches the bore is 3.5 inches and the stroke 2.5 inches. Horsepower is rated as 90 at about 4200 revolutions per minute. Compression ratio is 8.7 to 1. Unlike the air-cooled Corvair engine (which is similar in displacement, having 140 cubic inches), the Falcon engine uses very little aluminum. The only place where the light metal is used is in the flywheel housing. Ford engineers claim that the use of aluminum to reduce engine weight is much overrated. If they had made the Falcon engine of aluminum, they say, it would weigh only 40 pounds less than it does. With normal accessories, with oil, water and radiator included, the Falcon engine in running condition weighs only 379 pounds. The Chevrolet Corvair engine, which uses considerable aluminum, in the same condition weighs 343 pounds, only 36 pounds less.

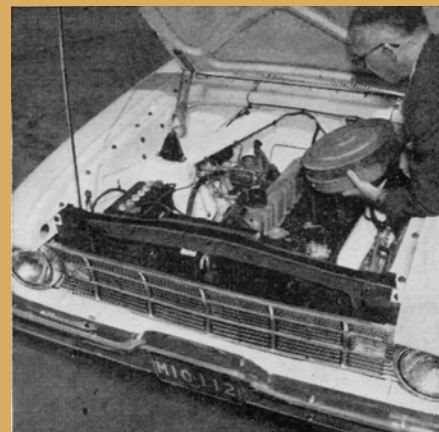
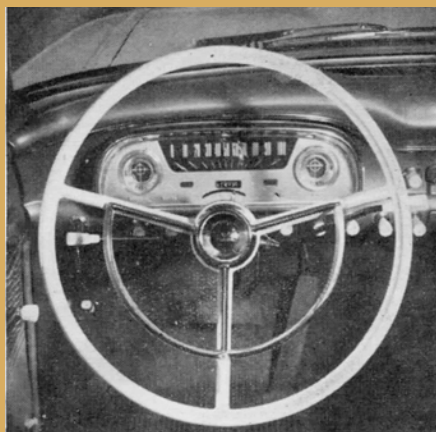


Being conventional in layout, the Falcon has a driveshaft that runs through a low tunnel, which does not intrude into the passenger space as much as you would expect in a car only 54.5 inches high. The engine design is ingenious, being made for lightness and simplicity. Unlike the other

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FALCON—THE CONVENTIONAL ONE

Continued from page 15



two small cars, the Falcon's engine stands upright (the Corvair's is flat, the Valiant's is tilted).

The block is very low, making it an extremely rigid package. The intake manifold is cast as an integral part of the cast iron cylinder head. There are no gaskets to install or leak. The manifold looks like a length of pipe plugged at each end. Each cylinder has its own intake port. The exhaust manifold bolts on in a conventional manner. Valves use mechanical lifters and are rotating in the usual Ford setup.

The interior of the car is amazingly roomy with seats of excellent height. Even in the center over the driveshaft tunnel there is ample padding. Headroom, too, is excellent. No cross ribs are used in the roof which is rigid enough without them. As a result, there is more room for heads. This left no convenient central spot on which to mount the dome light (normally a hump on a cross rib) so it is attached above the windshield.

You will be surprised at the ease of entry and exit. Because there is no wrap-around windshield, there is no dogleg to bang your knee on in front and the rear doors open wide for rear-seat entry.

On two-door models (it comes as a two-door and four-door) the door extends all the way back to the forward edge of the rear seat so entry to the back is unhindered.

A fairly high lip runs across the back, but it does not interfere with loading into the well-planned and roomy trunk. The spare tire lies flat. Usable trunk space is 23.0 cubic feet.

Weight of the four-door is about 2,320 pounds. No station wagons are available yet, but they will be along come winter.

The optional automatic transmission is a scaled-down Fordomatic and has two speeds. The hand shift gearbox is synchromesh in second and third and the shift lever is mounted on the floor.

Front suspension is a new design that has at least 50 percent less unsprung weight than a standard design. The result is a quiet, bump-smoothing suspension that takes tar strips quieter than many bigger cars. Only a single lower arm is used instead of the usual A-frame. The coil spring is mounted above the upper control arm (which is of a conventional design) and extends upward almost as high as the hood line.

Steering is by recirculating balls and is extremely light. It is slower than you might expect on such a small car, the overall ratio being 27.0 to 1. Turn-circle diameter is 37.7 feet, curb to curb, very good for a 109.5-inch wheelbase.

As for the way the car feels when you drive, many of the points have already been discussed. The outstanding impression is the car's extreme quiet and complete lack of harshness. The 13-inch

wheels seem to roll over irregularities without the slightest fuss. No wheel fight is apparent even under extreme conditions.

There is absolutely no sensation of smallness about the car once you sit behind the wheel. Every effort was made to have it ride and handle like a big car. This, perhaps, is the reason why it does not seem as nimble as you might expect for a car this size.

Seats are high. Visibility front and rear is excellent. The hood slopes down sharply and the road is visible.

Instruments are in excellent taste and simple and straightforward in styling. The wipers work in unison, clearing an uninterrupted section all the way across the glass.

PM did not run any economy test on the Falcon (that will come in a later issue when we can test a production model, not a hand built prototype), but gas economy is expected to be at least 25 miles per gallon.

Altogether this is a comfortable, pleasant machine. It may not be exciting in the design sense to the same degree that the Corvair is, but it is an excellent solution to the problem that America wants answered. How to get sensible transportation without too much unnecessary expense.

VALIANT—THE STYLISH ONE

Unfortunately, this month we cannot print full photographs of the car. The release date is not until late in October. Next month, however, we will have complete photographic coverage of the Valiant and all other 1960 cars in full color.

How does the Valiant look? As you will see in the silhouettes and dimensions on pages 107 and 115, it is slightly larger than either of the others. Its styling makes it appear bigger than it really is. Seen alone, it has none of the small, economy car look. It was proportioned and sculptured to avoid this.

Overall length is 184.0 inches. Wheelbase is only 106.5 inches. A four-door three-seat station wagon (there's a two-seat wagon also) is slightly longer, being 185.1 inches over-all. No two-door model is offered. All are 70 inches wide and 54 inches high, over-all.

The front grille is an open-mouth, functional air intake covered with aluminum mesh. The Valiant emblem in the center serves as a hood release as well. The hood slopes downward sharply to give the front a lunging, eager look, that tends to accentuate its muscularity.

Roof pillars are slender. Windows and doors extend high into the roof, which is creased along its edges both for styling and engineering reasons. The creases cover the roof ribs which go up into the sheet metal instead of hanging down, thus allowing more headroom and higher door openings. You won't bump your head getting into this car. Wheel openings are round and large—all four of them.

It is a six-window body, there is a side window behind the rear door. Forward and side visibility is excellent, but the high rear window limits rear vision somewhat, especially close in.

The back end slopes downward from the roof to the bumper without any horizontal surfaces anywhere. It's called a semifast back. The trunk lid has an imitation

spare tire cover, the only artificial styling trick on the car. Tail-lights are simple ovals that cant outward diagonally to make the body seem wider, lower.

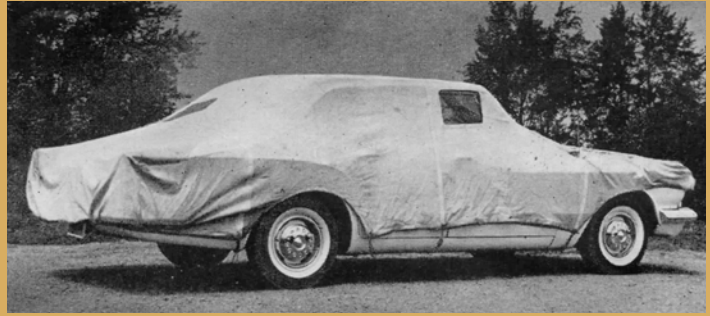
Every effort has been made to put each inch of width into the interior. Doors have been kept as thin as possible. Nowhere is there any excess fat. There is more interior width per exterior inch in this car than in any Chrysler ever built. It is additional evidence of the trend toward sensible designs in automobiles.

What's under the Valiant sheet metal? It has a unit body from bumper to bumper without the stub front frame of the bigger Chrysler cars. Suspension is typically Chrysler with torsion bars in front, leaf springs in the rear. It, alone among the new small cars, offers power steering and power brakes.

The engine is a brand new overhead valve six of 171.0 cubic inches. Bore is 3.40 inches, stroke is 3.125 inches. Compression is 8.5 to 1. Horsepower is not available at this time, but it is expected to be about 100. Gasoline economy is estimated at about 25 miles per gallon, although PM's tests will come in a later issue.

Unusual is the fact that the engine lays over on its right side 30 degrees to permit a lower hood line and give a lower center of gravity. The lower hood line means less frontal area, which means less wind resistance, more economy, better high-speed performance.

Because of the laid-over design, intake manifolding has been stretched out. Fuel distribution is improved by a long-branch manifold design (called a "bunch of bananas"



by Valiant engineers), which permits intake-manifold tuning.

The carburetor is located on the high side of the engine. Plugs, fuel pump, distributor and oil filter are on the lower left side along the fender well and remain surprisingly easy to get at from above.

The transmission is tilted in the opposite direction to increase interior room and permit a lower hump in the front floor. The power train is familiarly called the "corkscrew" by engineers because of its design.

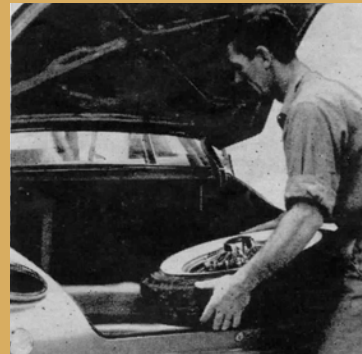
Outstanding among the Valiant innovations is the generator, which is an AC alternator. This is a new generating system and is expected to spread to all Chrysler cars in a year. It is smaller, lighter and simpler. It requires less maintenance. But best of all, it provides excellent charging while the engine is idling, unlike the DC generator which usually does not produce any current at idle.

No current regulator is needed because the alternator is self-regulating. The design does not require a cutout, because the silicon-diode rectifiers prohibit a reverse current flow. The only external component is a simple voltage regulator.

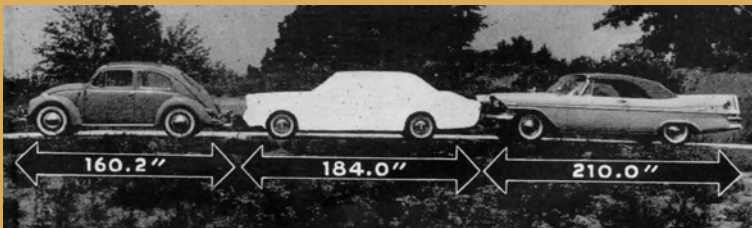
Optional in the Valiant is a three-speed automatic transmission with pushbuttons. It is the only three-speed automatic offered in the new small cars. With it, the car should have excellent stoplight getaway

even though it is undoubtedly the heaviest of the three (no weight is available at this writing but the guess is that it weighs about 2500 pounds).

The hand shift transmission has a floor mounted



Continued on page 18



VALIANT—THE STYLISH ONE

Continued from page 17

shift lever that goes through the gears like that hot knife in butter. It makes gear shifting what it should be—the most pleasant activity in driving.

Trunk room is abundant, largest of the group, due to the semifast back. The spare tire is carried flat in a floor well. The gas tank is forward of the well (under the floorpan, of course) and is kidney-shaped to fit neatly between the well and the rear axle housing. It holds 13 gallons.

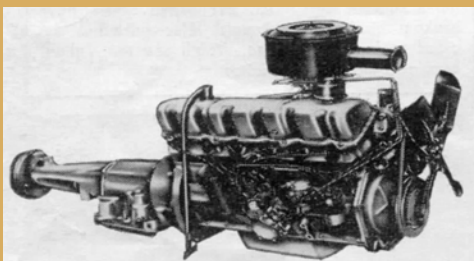
Head room and leg room are good. Being a front engine design, there is a driveshaft hump in the floor, but it is narrow and low so the seats are comfortable all the way across. The dashboard has no horizontal shelf on top to reflect sunlight. It slopes sharply downward from the windshield, adding to the roominess of the front seat.

Instruments are mounted in two large circles beneath an overhanging shroud. All are gauges except the oil pressure light.

Front seat access is excellent as there is no wraparound windshield to interfere. Seats, front and rear, are comfortably high and the rear floor has a deep step down with plenty of foot room.

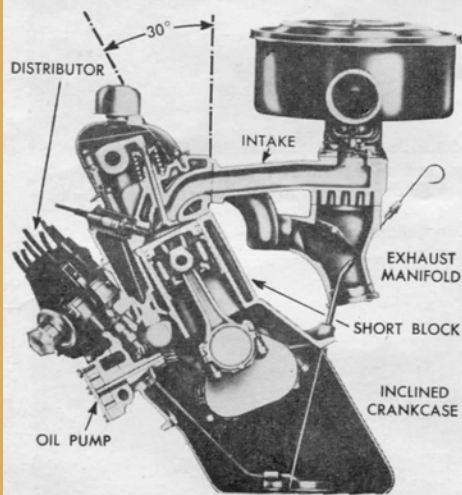
Now for a few driving impressions based on a limited test: The car is very responsive (the one I drove had hand shift transmission plus power steering). It is as agile and nimble as many cars much smaller and lighter. Power steering is typically Chrysler with precise, light control at all times. Manual steering (which I did not try) is 23 to 1, fast by American standards.

Most pleasing of all is the sporty feel of the floor-mounted shift lever. The knob is right where your hand rests on it naturally. Running up and down the gears is a delight. These three new small cars all have floor-mounted shift levers that work beautifully and they may reverse the trend toward automatic transmissions for all cars.



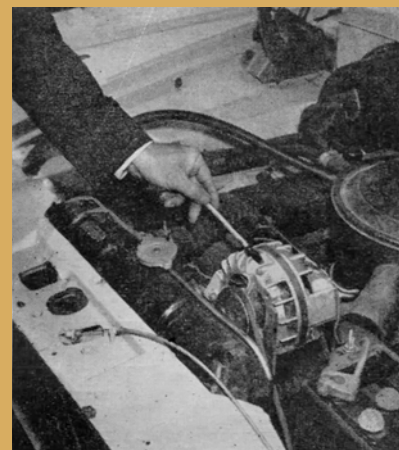
Engine tilts 30 degrees to the right. Transmission slants to the left to permit tunnel to be lowered

Cutaway of overhead-valve six, showing 30-degree slant. Upright carburetor has long, tuned manifold



Ride is excellent. The body is tight and rattle free with no sheet-metal flutter. All three of these cars will add new standards to the American car market that will cause the big cars much concern.

Altogether, this Valiant (and it should not be called the Plymouth Valiant despite the label on the cover of this issue; it is simply the Valiant) is the small car that feels biggest, most luxurious and least



like an economy car. There's no hint of austerity here. Items like door handles and window cranks are solid, heavy, rich looking. They feel good to the touch. Dash styling is substantial. No penny-pinching is evident anywhere.

Whether it has too much muscle, too much weight, too much styling to satisfy the market remains to be seen.

FACT CHECKER...THAT FIRST YEAR, WHICH CAR OUTSOLD THE OTHERS?

1960 Corvair production numbers totaled 250,007. Models included in that total were the 500 Coupe and Sedan, the 700 Coupe and Sedan, and the Monza Coupe.

— www.corvair.org

The **Falcon**, billed as “the easiest car in the world to own,” contributed **435,676 unit sales** (including wagons) to the division.

— www.hemmings.com

During 1960, its first sales year, **146,792 Valiants were sold.** Weighing in at 2,635 to 2,860 lb, these “Q” series Valiants sold for between \$2,033 and \$2,860.

— www.valiant.org/chron

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FALCONS FOR SALE



1961 Sedan Delivery. Bruce Ahlquist has decided to sell his beautiful Sedan Delivery. It's a V-8, has disc brakes and a flawless body and paint. He is asking \$27,500. If interested give him a call, 508 769 5429. MA. 200901

1962 Falcon Sedan Delivery project, RARE. Later model 200, "big" 3.03 three-speed w/floor shift, LR ¼ damage, price includes two full L/R quarter panels \$2,995. **1963 Falcon four-door Deluxe, project;** 170/three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1995. 1964 Comet 202 four-door wagon project; 170/three-speed, neat options including interior light group, remote control driver's mirror, plus the "M" gas cap. \$3495. 1951 Ford two-door Sedan; Flathead V-8, overdrive, rewired, lots of recent work, runs/drives good, needs paint/body work, some mechanical attention needed \$5,995 OBO. Call or email Lenny at 970-593-1964 or lenkellogg@lpbroadband.net or visit us at www.kelloggsgarage.com. CO. 201021

1963 Falcon Futura two-door Sedan, Body 62C. This car was one family owned and has 47,000 actual miles. It is Maroon on the bottom with a Wimbledon White roof. It has a V-8, 260, automatic, and power steering. It has bucket seats with a console. This car drives as new. The trunk area is as new. Can send pictures. NO RUST ever. \$13,900. Call Steve, 360-430-0143. WA. 200920



1963 Retractable hardtop. This car is home built and I have had it at several Nationals. It has won best of show, Ladies Choice, and been in the Master's group. I have had a lot of fun with this car

but I would like to pass it along. I have other projects and I'm running out of room. This car has a EFI 302 with a AOD transmission. The car is stretched 4" and has a lot of modifications including electric windows. The trailer and all the literature goes with the car as well. I will be happy to visit with interested parties and send videos of everything. Contact Tim Sutherland. 316-655-0697 or email tim@sutherlandbuildersinc.com. First \$26,000 takes it home. Wichita, KS. 200911

1964 Falcon two-door sedan, project car. 408 with C6. Mustang II front end and 8.8 rear. Bodywork done. Comes with new interior and too many parts to list. Lot of car for the money; just has to be put back together, \$8,500. Call Greg, 662-750-4463. North MS. 200919



1965 Falcon Ranchero w/Comet front clip, \$9,000. Beige 1964 Caliente hardtop (no engine, no transmission), was 289, four speed car. Has bucket seats and console \$3,100. White 1964 Cyclone hardtop (no engine, no transmission) was 289, four-speed car. Has bucket seats and console \$3,700. I have steering column and pedal to convert to automatic for both cars if you wish. 1964 gold wagon Villager "woody" (no engine, no transmission) was 289 automatic car. \$2600. 1965 Caliente hardtop (no engine, no transmission) was six-cylinder, \$800. I have parts cars to make sure these cars are complete. Call, text, email Carlos Vera, 720-281-0940, calicometcarlos@yahoo.com. CO. 201020



1965 Falcon Station Wagon, semi-black with red side stripes and red hood louvres.

Door panels are black with red centers. Has gauges oil pressure, water temperature, volts, vacuum, tachometer, and air fuel ratio gauge. Engine is a 289 all rebuilt, new extreme energy cam, Edelbrock heads, Holley avenger carb. Full roller valve train, Sanderson headers, I-wire alternator, electric fan, disc front brakes with booster, stops great. 9" rear and 31 spline axles. New carpets and mats. I have extra parts that can go with car, \$15,000 OBO. I am 84 and selling for health reasons. Call Leon at 503-429-7105, OR.

1965 Falcon Futura convertible, 289 V-8, auto transmission. One repaint in original honey gold with redone ivy gold interior. Beautiful rust free original car (original paint still on floor boards). Driven to many regional and National Meets, winning class awards. Fly in and drive it home. We're only 15 minutes from Portland, Oregon Intl. Airport. \$20,000. Doug Nelson, phone 360-693-6091 or karalie@att.net. OR. 200916



1966 Falcon Futura, bucket seat, original 200 CID/120hp inline-six engine with C4 transmission. New parts added: single-barrel carburetor, spark plugs, ignition cap, ignition coil, rotor, outer tie rods, upper/lower control arms, alternator, distributor, relay switch, struts on all four wheels, fuel pump, custom exhaust with Flowmaster 40 muffler. Extra parts Included: new mirrors, four 14" wheel covers for Ford Galaxy. \$3,900 OBO. For more information, contact Matt at 914-450-7012. 200910

Helping friend's wife sell **four 1966-67 project cars**, six-cylinder automatics. One back half 1966 w/o drivetrain. Extra bucket seats, bumpers, V-8 engines w/auto. Cars, \$500, back half, \$300, bucket seats, \$500, V-8 engine w/auto, \$500 combo. Cars in McKenney, Virginia. Contact Bill Poole, billandkaren@mindspring.com, 804-677-6397. VA. 201010

1969 Ford Falcon Station Wagon, Southern wagon, overall in good condition. One owner family, garage kept, V8 302, two-BBL, automatic, PS, PB, A/C currently not operational. New front shocks, coil springs, RR shocks and leaf springs. Original genuine Ford Falcon manuals included. \$8,500. Carol Ague, 256-337-4028. 201010



1970 1/2 Falcon. Prof. built 429 ci stroked to 501 ci prof. built C6. Edel. 7566 Manifold, 60675 heads, Comp Cam 34-000-9 roller, FPA headers, MSD Atomic EFI. PS, Front disc, fabricated 26 gal. fuel tank, 31 spline Strange axles, N case 3.50:1 Detroit Locker, Lokar floor shifter. Original paint, some dents, scratches and surface rust. 15" wheels, new tires 225/60x15 frt, 275/60x15 rear. USB audio, plus some misc new parts. May-June 2016 Fairlaner. \$22,500 OBO, jwreese@tranquility.net, 573-864-3153. MO. 201219

PARTS FOR SALE

ALL NOS: 1960 grille, \$125, 1961 grille+L/R headlight doors, \$495; '61 headlight door, one left, \$95, 1960 deluxe wheelcovers, 13" \$195 set of four, 1962-63 Deluxe Squire wheelcovers, 13", \$195 set of four. Back ups light kits, one of each: 1960-62, '63-65, \$250-350 each, depending on the year. 1960-64 backup light/neutral safety switches for column shift automatic transmission, \$45 each. Good used: 1962-63 Deluxe Squire wheelcovers, \$40-120 per set based on condition. Nice used: (six) '61-63 consoles to choose from: one '63 convertible console, black, five sedan-brackets available too, good to excellent \$250-\$450, two-three project consoles. Three Sprint tachs, tested and working \$95-295 each. Good 1960 grille w/scratch, \$155; Two 1961 grilles, \$150 & \$225, '63 headlight doors, \$50-95 a pair. 1962 taillight buckets, nice used, \$95 ea. Re-chromed interior windshield trim for hardtops and convertibles: three-piece set, \$250-450 exchange. Good used hardtop windshield trim, \$175, driver quality; 1964-65 six-

cylinder power steering system: 90% complete, but will need work; VERY RARE; \$395 as is. 1960-65 four-speed or floor shift steering column; we have the correct parts to fit each of those years, \$200. Dagenham four-speed bellhousing, \$75. 1966-67 power steering system: steering box w/straight through shaft, complete lower linkage, no pump/pulleys/brackets; \$295 as is; may fit '68-70 as well. Two narrow pattern toploader four-speeds; one for a '64 1/2 Mustang; can work in a Falcon but needs the Falcon tailshaft housing, this trans is rebuilt, \$995. One narrow pattern toploader with both Mustang/Falcon patterns, has a chipped 2nd gear, but turns freely, w/factory shifter, \$495. Single chrome Ranchero trim set, \$595 w/out gas cap, \$795 w/NOS gas cap+trim/handle. 1962-65 trunk locks, good used with serviced locks, new emblems and new keys, \$95-\$195. 1960-67 Station Wagon tailgate cranks, used to NOS with serviced locks and new keys, \$100-\$495; 1966 Ranchero top; RARE survivor, needs work, \$100 as is; '64-65 Futura interior door badges, repainted +good chrome, \$20 a pair. We have a 30+ year collection of Falcon and Comet parts, please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggs-garage.com. CO. 201027

1960-65 Falcon parts including hoods, fenders, taillights, chrome, door hinges, window cranks, very nice 1965 Mercury Caliente grille, 1965 Mercury Comet tailgate with chrome and many more items. Bob, 806-683-3550. TX. 201099

1964 Falcon convertible parts. All were boxed and stored inside for past 28 years. Everything very good to excellent. Hood, \$300. Trunk lid, \$300. R/L Doors w/glass \$350. Complete blue interior; call with your needs. Bucket seats, one needs work, \$700. Rear Seat \$300. Instrument cluster and dash plastic pcs, \$150. Chevrons, \$200 pair. Heater controls w/cables, \$50. Taillight assembly, \$75. Gas tank, \$100. Set 14" wheel covers, \$100. Prices OBO plus shipping. Many more items call or text Jim, 865-406-5055 or glwthompson@bellsouth.net. TN. 201014

1967 Falcon parts. Hood edge trim, \$125. Gas tank, \$125. Gas sending unit, \$40. Rear window, \$100. Deck lid, \$100. Set of four 10" hub caps; set of four 14" hub

caps; cream colored sun visors, rear view mirror. Make offer on any of that. Located near Detroit. Call, text or email for pictures and info, 248-613-9951. salexan8@outlook.com. 200914

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly \$300 pair. 1965 NOS headlight assembly \$300 pair. 1964 NOS Falcon backup lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 backup lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. 1963-65 Falcon Sprint, Shelby Cobra California air cleaner with PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695. 1963-64 Falcon/Comet five-bolt bell housing, \$150. 1965 Falcon/Comet six-bolt bell housing, \$150. 1965-66 Mustang T-10 tail shaft, \$125. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet top loader shifter box w/linkage, \$450. 1963-65 Falcon/Comet four-speed tunnel, black powder coated w/top plate, \$399. 1964-65 Falcon console, used, \$599. 1964-65 Falcon console, reproduction body w/reproduction top, used trim, \$699. 1963-64 generator bracket, \$100. 1965 NOS Falcon Ranchero/Wagon gas cap, \$129. 1963-65 Falcon/Comet six-cyl. valve cover, black wrinkle powder Coated, \$125. 1963-65 Falcon/Comet air cleaner, black wrinkle powder coated, \$55. 1962-63 Falcon/Comet stainless steel dash trim, \$125. 1964-65 Falcon/Comet stainless steel dash trim, \$125. 1964-65 Falcon/Comet AAC new gold carpet, front and rear, \$120. 1963 Falcon front fender spears, reproduction, perfect, \$550. 1963 Falcon spears, driver condition, \$100. 1963-64 Comet/Falcon Sprint 13" wheel & tire, \$100. More Shelby Items, More NOS, used and Scott Drake & Dennis Carpenter Reproduction parts available, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 201020

1961 Falcon two-door wagon: Side window regulators, \$70 ea. Tailgate regulator, \$85. Tailgate glass, \$30. Drivers door regulator, \$60. Back seat, \$45. Partial interior trim,

continued on page 22

CLASSIFIED

continued from page 21

\$40. Six headliner bows, \$20 all. Grille, \$90. Headlight bezels, \$65 ea. Glovebox door, \$25. Dash SS strip, \$40. Jerry, TEXT 530-720-1590, Chico, CA. 200914

1965 289 heads cast #C5AE, dates 5B9, \$250; crankshaft, \$150; rods cast #C3AE, set of eight, \$100; valve covers, \$60. 1967 289 Hi Po heads, date on both heads 7H23, \$2,500. 1967 289 Hi Po block: date 7C20, \$2,500. 1967 289 distributor cast #C7OF-12127-B, date 7F30 \$75. 1967 289 exhaust manifolds, \$150. 347 stroker kit, \$1,200. 351 Man O'War block; part #087180; new never machined, \$2,000. 1968 Ranchero "Y" code running 390 engine and column shift C6 transmission with A/C, P/S, P/DB, exhaust, dash and cowl assembly. The Ranchero was cut off just behind the A pillar / door post. The C6 transmission mount is included. I do have the title, VIN #8K48Y215129, \$3,500. 1970 351 Cleveland 4V closed chamber heads: cast # DoAE, \$800. 1973 351C 4BL open chamber heads, cast #D3ZE; fresh \$800. 351C four-bbl exhaust manifolds one pair, \$450. Lots more 351 Cleveland parts! 390 tri-power set up, \$2,250. 1969 428 CJ motor, \$8,500. 1966 428 short block with CJ rods cast #C7AE-B, \$2,800. 1967 GT 390 motor, \$3,500. 1971 429 CJ four-bolt main long block \$6,500. C4 B & M "breakaway" torque converter, \$300. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. 1968-70 428 CJ parts/ 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 200905

Used Sprint air cleaner, original, needs rechroming, \$135. Falcon V-8 exhaust manifolds, \$175 pair. NOS parking lamp body assy., CoDF-13206-B, fits either side, \$115. Narrow pattern top loader four-speed front case, tag reads HEH-G, fits 260-289, \$200. Dagenham four-speed six-cylinder tranny, shifter, and bellhousing, missing one shift rod, \$400. NOS 260 emblem C4DZ-16228-C, \$65. NOS speedometer assembly C9DZ-17255-C, \$150. NOS parking brake cable, C4DZ-2A635-D in Ford box, fits 1965-65 convertible V-8, \$125. NOS 1967 Falcon speedometer cable, C7DZ-17260-A in Ford box, fits 1966-67 Falcon four-speed V-8, 73" long, \$85. Faria 8000 rpm tach, very nice, \$475. All prices plus shipping. John Simone, 413-336-5307, Easthampton, MA 01027 200999

1964 Falcon Sprint Convertible parts: Windshield trim, clean some pitting

here and there, \$50. Side trim was on car when blasted, might be able to be buffed out, \$200. Radio is untested, good for a core, \$25. Grille, decent driver quality, some dents and one broken tab, \$100. Interior arm rests/door pulls, \$50 for the pair. Complete unmolested steel dash, windshield frame and wiper cowl; currently all together, but can cut up depending on needs, \$150. Complete convertible top mounting brackets, still attached to floor and wheel tubs. Complete section with partial frame rails, \$150. Windshield, removed from frame, with wiper scratches, \$50. Fenders blasted clean with patches, \$50. Doors blasted, some patching started, \$50. Complete door with vent window and door glass. Convertible or Hard Top only, \$50. Trunk, dented with filler mostly removed, \$50. Shock towers clean, \$50 ea. Door hinges, \$20 ea. Convertible top Mechanism mounting brackets, \$100 pair. Hood hinges, \$50. All prices are OBO. Please email for more details or photo requests. Located in the Chicagoland Area. Can meet or deliver parts for gas and mileage. If interested in any or all parts make an offer. Most parts are on Chicago Craigslist as well for photos. Owen Bassett, futura65@comcast.net. 201004

11961 Falcon: Hood, \$95. Hood hinges, \$95 pair. Drivers front fender, \$95. Motor mounts, \$50 pr. Steering wheel with horn ring, \$75. Dash gauge lens and bezel, \$50. Taillight bezels, \$15 pr. Blue Ox tow bar BX7330 Aventa with mount frame, \$395. '47 2N tractor, \$1,100. Jerry, Text 530-720-1590. CA. 200914

Parting '60-'65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. SPECIAL: Dismantling '63 Falcon convertible--no engine, transmission, or rear end. V-8 car, minimal rust, all or part. Clear title. Call Steve, 360-430-0143. WA. 201019

PARTS WANTED

Original A/C parts for my 1963 Squire. I already have the under dash unit but I am looking for the compressor, compressor mounting bracket, compressor brace, compressor support, and particularly the lower generator bracket with the idler pulley. Email or text John with whatever you have. jlissandrello@msn.com or 408-628-7397. 201004

Falcon 289 HiPo Exhaust Manifolds, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 201020

Wanted: Falcon club event shirts from the Nationals and Regionals. Darin Wood, darinwood@triad.rr.com. 201005

289 Hi Po San Jose built four-speed radiator, Top tank is stamped: C4ZE W-MO G2 2-65. 3939-5 fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB/C8OF-AA; also DoOF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis, MO 63128-1416. 314-480-2556 or kslitteken@aol.com. 200905

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- Please include item info and price, your name, location and FCA number.
- Please try to limit your ad to 50 words. Ads will be edited for space as needed.

Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 20th of the month, two months before publication month. For example, July 20 is the deadline for the September issue.

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. August 20 is the deadline for the October issue. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

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JULY 7-10, 2021 • IRVING, TEXAS

The Heart of Texas Chapter of The Falcon Club of America is pleased to announce the 2021 Falcon Nationals will be held July 7th through the 10th, 2021 at the Sheraton Dallas/Fort Worth Airport in Irving, Texas.

A special room rate of \$119 per night has been negotiated with the hotel. The rate includes two full buffet breakfasts per room. The awards banquet will be a plated chicken or veggie dinner held at the hotel. Tickets to the awards banquet will be \$35 each.

The Heart of Texas Chapter is planning a full schedule of activities including a Ladies Tea. Ladies Tea tickets will be \$25.

The Ladies Tea theme for 2021 is "Best Little **House in Texas". Bring your imagination and join us for a Texas Style tea party where pretty much anything goes. Choose your favorite colors for your hat and meander on over to the party. We are fixin' to have a real good time. Seating is limited to a total of 60 people, so register early. See y'all there! Other show activities are still in the planning stage, so please check the 2021 Falcon Nationals website www.falconclub.com/nationalmeet for more information, which will be posted when it becomes available.

The hotel is now accepting reservations. Please see the link on the 2021 National website.